

SOUTH DAVIS COUNTY TRANSIT DEIS

Woods Cross Sub-Committee Meeting No. 1 - Summary

Project:
South Davis County Transit DEIS

Meeting Purpose:
Woods Cross Sub-Committee Meeting No. 1

Meeting
4:00 p.m. to 6:00 p.m.
February 8, 2007

Location:
Woods Cross City Hall

Attendee

Kerry Doane
Angelo Papastamos
Keith Hall
Colleen Lavery
Robin Hutcheson
Jacqueline Jensen
Saffron Capson
Dan Noziska
Jerry Larrabee
Alan Low
Charles Payne
Ruth Payne
Tim Stevens (representative)
Scott Anderson
Jon Hadlow
Keith Olson
Lenore Peterson
Leo Beecher
Anne Blankenship
Vic Arnold

Representing

UTA
UDOT
Carter & Burgess
Carter & Burgess
Fehr & Peers
H.W. Lochner
H.W. Lochner
H.W. Lochner
Sub-Committee member
Sub-Committee member
Sub-Committee member
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Sub-Committee member

Meeting Summary:

Project History

Kerry Doane began by giving a brief overview of the South Davis Transit Study DEIS. She explained that the South Davis Transit Study will follow on from two transit studies previously undertaken for this region. These include work undertaken by the Legacy Parkway Community Planning Information Committee and a Feasibility Analysis undertaken by the Wasatch Front Regional Council (WFRC). She noted that while the South Davis Transit Study will consider the work that has been previously undertaken, it will not necessarily be built upon the findings from these studies. It was noted that the outcome of the WFRC Feasibility Study did not gain consensus from all of the affected communities.

FTA Process

Keith Hall provided a brief overview of the Federal Transit Administration (FTA) Process. The FTA is responsible for assisting transit agencies throughout the United States. While the FTA provides some fixed funding, funding is also awarded on a nationally competitive basis.

Therefore transit projects in Utah will compete with projects in other states for funding. The FTA process is rigorous and well defined. It focuses on specific areas including ridership forecasting, cost effectiveness and community consensus. K. Hall explained that one of the purposes of the South Davis Transit Study is to ensure eligibility for this funding. In keeping with FTA's process, Phase I of the South Davis Transit Study will include an Alternatives Analysis process and identification of a Locally Preferred Alternative. Phase II of the project will include the development of the Draft Environmental Impact Statement.

Study Area

Keith Hall outlined the study area. The north and south limits of the study area are 400 South in Downtown Salt Lake City to the US-89 / Legacy Parkway / I-15 Interchange in Farmington. The east and west limits of the project are Legacy Parkway / I-215 to the mountain range / State Street.

Public Involvement Process

Kerry Doane provided a brief overview of the public involvement process. She explained that each of the sub-committees will assist the project team in the following tasks:

- Define Goals and Objectives
- Document Existing and Future conditions
- Develop a Purpose and Need Statement
- Create Evaluation Criteria
- Identify and Screen Alternatives

Representatives from each of the sub-committees will attend the regional workshop meetings. These workshops aim to bring together ideas and information collected during the sub-committee meetings and other community outreach activities and develop regional transportation solutions. Kerry Doane outlined other outreach activities that have been incorporated into the project including a project website, open community meetings etc.

Identification of Needs Exercise

Following is a list of needs identified by the Woods Cross Sub-Committee members, grouped into general categories.

North – South Access

- I-15 problems overwhelm 500 South – 1500 South (800 West Redwood)
- Overpass at 500 West and Bangerter is too narrow on east side of I-15 (1900 South)

East – West Access

- Bus system circulation in Woods Cross and Bountiful is inadequate
- As west Woods Cross develops, east/west transportation will be needed
- Inadequate amount of cross connections for east/west or circulator service - 800 West peak bus service takes too long
- Potential influx in the future to the commuter rail station from the west
- Transportation needed between Woods Cross and South Davis Recreation Center (400 North and 200 West)
- Traffic is heavy to Bountiful – more lanes would help (500 South, 1500 South, 2600 South)
- 500 South expanded to 5-lane section (UDOT)

General Transport / Traffic Issues

- Problems getting out of the city. Only two interchanges and both are heavy
- Baseball fields and park areas (1500 South) impact the area with traffic congestion from North Salt Lake. Woods Cross needs a field.

- Heavy traffic at 800 West and 2600 South in the morning and evening
- Traffic lights at 500 South aren't coordinated
- Woods Cross and North Salt Lake need to work together to solve traffic problems on 2600 South.

Commuter Rail

- Get commuter rail riders to future business park

Parking

- Question enough parking for commuter rail
- Question two churches being used for commuter rail
- Not knowing where park and rides are, using informal lots (K-Mart)
- Residents around commuter rail station are worried about inappropriate parking
- Residents need more park and rides to use bus service

Buses

- Buses don't go where residents want to go
- Need local circulator service connecting to commuter rail
- Limited bus service now (#60) and would like improved service from commuter rail station
- Bus frequency on 1500 South eastbound and I-15 is not adequate
- Need for an east-west bus system to north-south transit
- Need feeder lines from east-west to commuter rail station
- Transit riders going north have to go to Bountiful to reach a bus station

High School / Student Transportation

- School time traffic at 2600 South and 500 South (I-15)
- Students have a problem crossing 800 West at 2600 South in the morning
- School pedestrian route problems – some students must cross rail corridors and routes are hazardous
- Road from school has no traffic light (on east side)
- Safety of school children on 100 West because of lack of sidewalks

General Access

- Intersection queues at 500 West and 2600 South affecting business
- Access road to commuter rail at 800 West is inadequate
- 1500 South and 2600 South do not have adequate right of way (width)
- Stopping motorists from using Woods Cross to get to Legacy Highway
- Train creates delay in both directions
- Tankers can only use 500 South and 2600 South by city ordinance
- Need an overpass on 500 South over the railroad tracks
- Need to extend runway to reroute 1500 South
- Difficult for residents to get out of the city
- Activities are most commonly out of Woods Cross (shopping, restaurants, etc.)

Growth

- Growth of residential development west of Redwood Road
- Redevelopment of multi-family areas east of I-15 at 500 West and 1880 South
- Increasing truck and regular traffic with growth on 2600 South
- Residents concerned about growth west near Redwood Road and Legacy Highway
- Current population is 8,400 and build out is 4,000-5,000 more
- Future business park will further strain 1100 North (2600 South)
- Potential regional commercial growth 500 South at Legacy Highway

- Economic and development growth will happen around commuter rail station (national precedence)

Pedestrian / Trails

- Lack of sidewalks affects getting to bus stops
- High pedestrian area with increasing traffic at 800 West and 1500 South
- Inadequate pedestrian corridor (lighting, transients, student safety, runner safety) on 1500 South under I-15
- Residents concerned about development Transit Oriented Development at commuter rail station with nearby infill (Gardener Development.) The area needs a pedestrian bridge and relocated parking.
- Developments near Legacy Highway will provide access to Legacy trails
- Concern for resident safety at transit stations
- No signage at 1500 South and Redwood Road for bicycle trails
- Lack of bike lanes or trails

Identification of Goals and Objectives Exercise

Following is a list of Goals and Objectives identified by the Woods Cross Sub-Committee members:

- More economic growth
- Access into and out of the city with better travel time
- Take advantage of impacts of Legacy Highway, Commuter Rail, Union Pacific Railroad and I-15 to make city function.
 - Improvements to existing infrastructure for pedestrians
- Provide transportation to economic development available in Woods Cross

Future Meetings

Anne Blankenship, Leo Beecher, and Keith Olson will represent the Woods Cross Sub-Committee at the Regional Workshops. The next sub-committee meeting will be held on April 26th from 4:00-6:00.

Any discrepancies with this meeting summary, please notify Jacqueline Jensen.

Cc: Attendees, Project Contact List, Woods Cross Sub-Committee Members